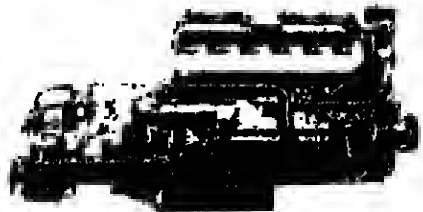


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Continued from Page 15

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In accordance with a Byelaw recently confirmed by the Ministry of Agriculture Fisheries and Food the Close Season for oysters in the whole District outside Poole Harbour has been extended to (and including) 31st October in any year (the same date as for oysters in Poole Harbour other than Portuguese or Pacific oysters).
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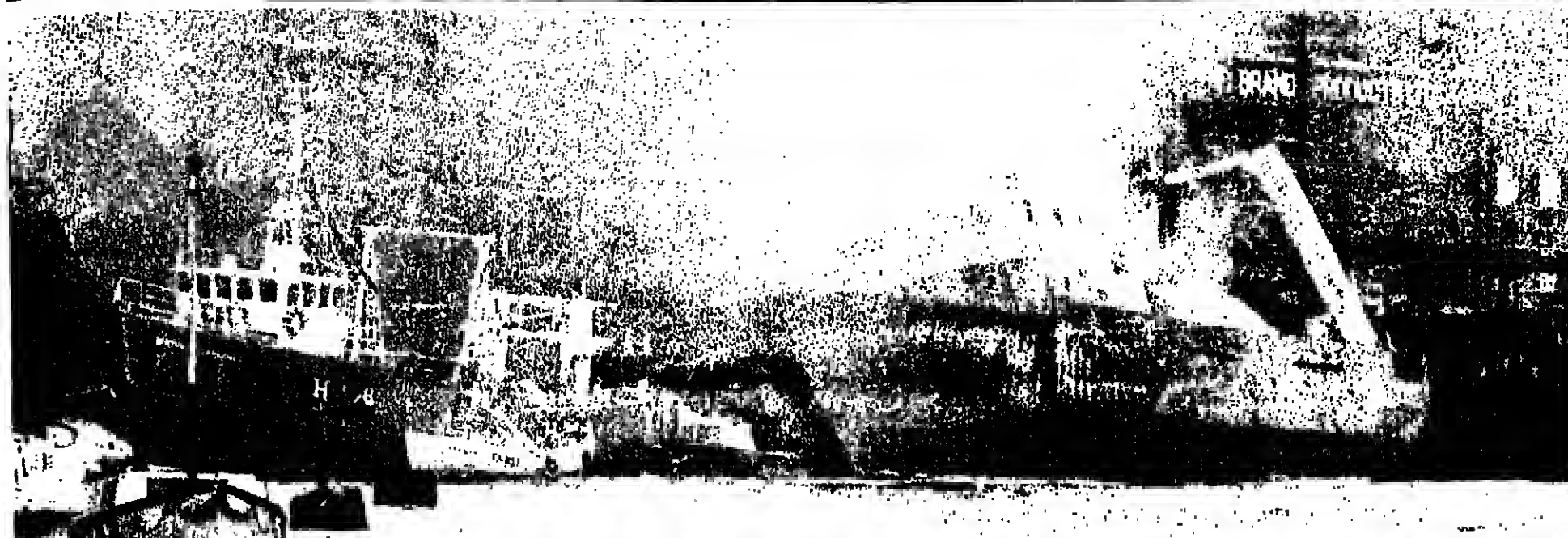
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Ben Edra — the biggest storn trawler based at North Shields — burns at her mooring late last week. The former distant water ship was in port for conversion ready for the autumn mackerel season. Now her future may be the scyrcyrod. Report and picture: page three.

SILKIN CLASHES WITH EEC ON HERRING

A MAJOR confrontation is looming at the next EEC Council of Ministers meeting on fisheries over British action to control the Manx herring. EEC Commissioner Finn Gundelach

has accused Minister John Silkin of acting unilaterally by slapping on conservation measures without discussion in the Council. This claim has been firmly refuted by Mr. Silkin, who says the matter was discussed at the July meeting and there are minutes to prove the point.

Furthermore, no decisions would have been taken by the time the herring season ends on September 26 — and this would have been too late.

Mr. Silkin said last week: "I cannot understand Mr. Gundelach's claim that the Council has not been given sufficient time to discuss the matter."

The Commission received a scientific report early in June; they did not put the necessary revisions to their proposals to the Council in

June and similarly failed to respond to our request for action at the July Council meeting. "I am even more puzzled by Mr. Gundelach's assertion that the September council can discuss Manx herring measures. The herring fishery is mainly over by then, the damage has been done."

It is difficult to see what purpose discussion would have served. Following failure to act on clear scientific advice, it was again left to the United Kingdom to conserve fish stocks for the future. An unexpected slump in demand for herring saw quotas cut back to only two units a man in the first weeks of the Manx season. This week fishermen were reported to be a little happier as demand improved and the quota went up five units. "If the quota stays at this

level, it should see our fishermen through alright," Gilbert Buchan, president of the Scottish Fishermen's Federation, told Fishing News.

DECK CARGO TOO!

The fishroom hatches were packed solid with fish when the wooden trawler *Jason Scott* arrived at Grimsby last week to claim a new post-fishing grossing record with her partner, *Golden Venture*. It certainly was a golden venture — the pair earned £86,708 to top a week-old record by almost £4,000. See page four.



Caledonian—the Champion!

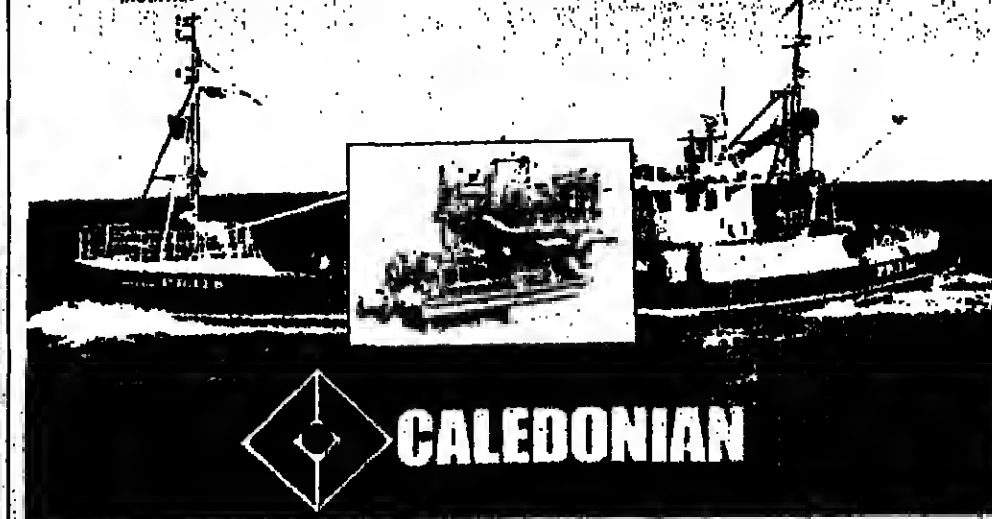
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Haddock cut-back starts on Monday

A STRICT licensing system for haddock off the west coast of Scotland and in the North Sea has been announced by the Government.

From September 11, British vessels fishing the west coast will require a licence which will embody catch restrictions of eight cwt. per crew member per seven-day week.

A week later, on September 18, licences will be introduced for the North Sea which will carry restrictions of 20 cwt. per crew member. Vessels under 40ft. will be exempt.

Although foreign vessels will not be subject to controls, a ministry spokesman said 'a close watch will be kept on their activities.'

The North Sea controls were described as 'realistic' this week by Gilbert Buchan, president of the Scottish Fishermen's Federation. 'Our boats should be able to fish comfortably on a 20 cwt. quota,' he said.

With action required off the west coast where the haddock TAC has already been taken, the latest catch figures indicate that the situation in the North Sea is not so serious.

Up to the end of July, haddock landings from the North Sea have been only 43,000 tonnes. The current trend would give a yearly catch of 70,000 tonnes which is almost the amount offered to the United Kingdom by the EEC Commission.

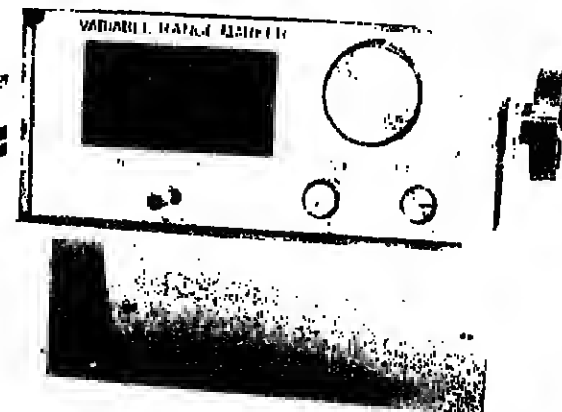
The Government's view is that licences, and a further restriction on catches, are necessary as the haddock catch this year will be 85,000 tonnes. For this to happen it would require the catch in the last five months of the year to exceed that of the first seven months.

This is highly improbable, especially if the scientific stock assessment is correct.

If, in fact, the Government's stated aim of reducing catches from their present level is achieved, the haddock catch could be below the offer on the table from the EEC which the Government has rejected as inadequate.

It would be ironical, however, if the EEC, the Government took action which resulted in British fishermen being allowed to catch less haddock than the amount dismissed by the Government as inadequate.

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MAIDEN TRIP SINKING

EFFICIENT, the former Cornish trawler recently transferred to Grimsby, sank some 60 miles off the Humber on Saturday during her maiden trip from the port. None of her four-man crew was injured.

The 50-ton vessel had been at the Humber port for less than a fortnight and, at one time, was linked as an interim pair trawling partner for Sunlit Waters.

However, this partnership was put off and in the meantime *Efficient* put to sea single-boat trawling on Thursday last week. By mid-morning on Saturday *Efficient* was in difficulties and the wooden vessel was taking in water too rapidly for the pumps to cope.

The crew then sought assistance and sent off a succession of distress rockets which the Ebbw Vale Grimsby container ferry *Surrey*, making for Grimsby on a regular run, spotted. She arrived to rescue the four fishermen as *Efficient* was on the verge of sinking.

Big order

RUSSIA may order up to 10 small shrimp boats from Spain. A prototype was built in Russia in 1975 and the initial order for 12 has been placed with possibly more to follow.

'Reel-winch' debut

A NEW-TYPE combination unit of seine rope storage reels and winch arrived at Grimsby last week aboard the anchor-selger *Esme*. She was returning to the Humber port after the final leg of a major refit, including alterations to the deck layout, by the Falkirk firm of Lossie Hydraulics.

The new unit is the first to be fitted and the 34-ton vessel was swamped with visiting skippers and fishermen almost as soon as she put into port.

Before leaving Grimsby for the installation *Esme* had been re-engined with a Kelvin TS during the winter months.

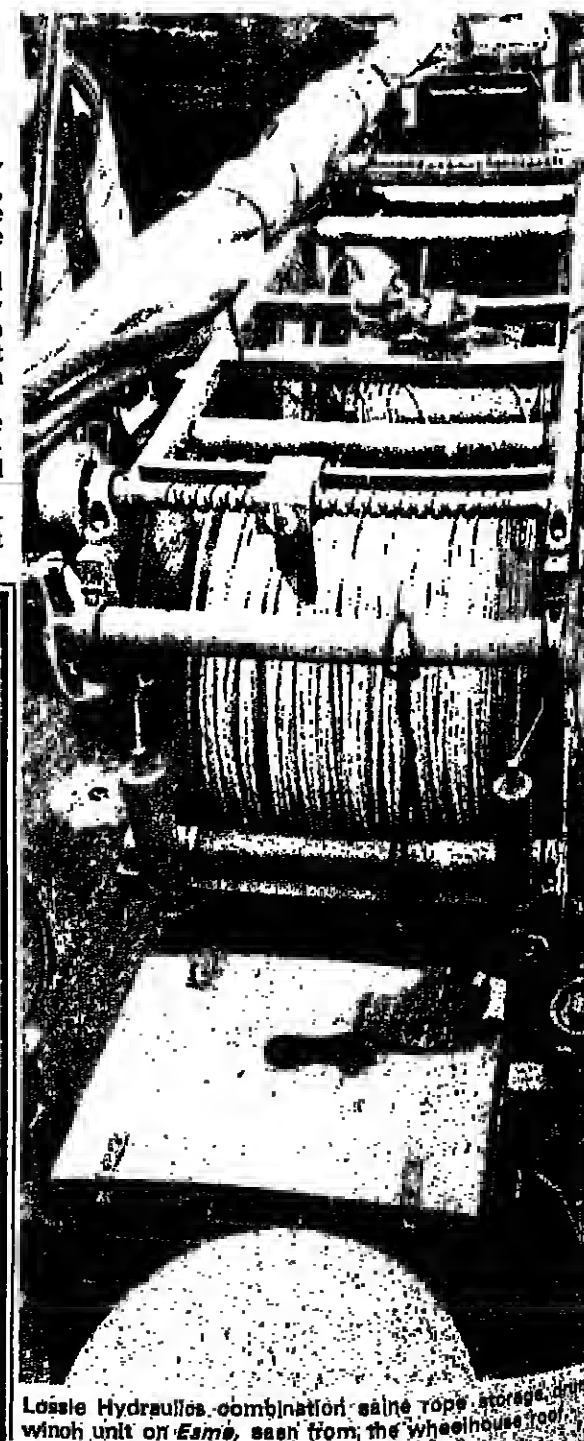
The all-hydraulic unit is powered by two Sundstrand pumps belt-driven off the Kelvin with a cut-out clutch arrangement for steaming, when the equipment is not required.

Skipper Jimmy Howard told *Fishing News* he is very pleased with the installation, which also includes a Lossie gill-net hauling unit on the port bow.

He said *Esme* had handled very well and all the new equipment had come up to expectations on a short fishing trip down from Grangemouth.

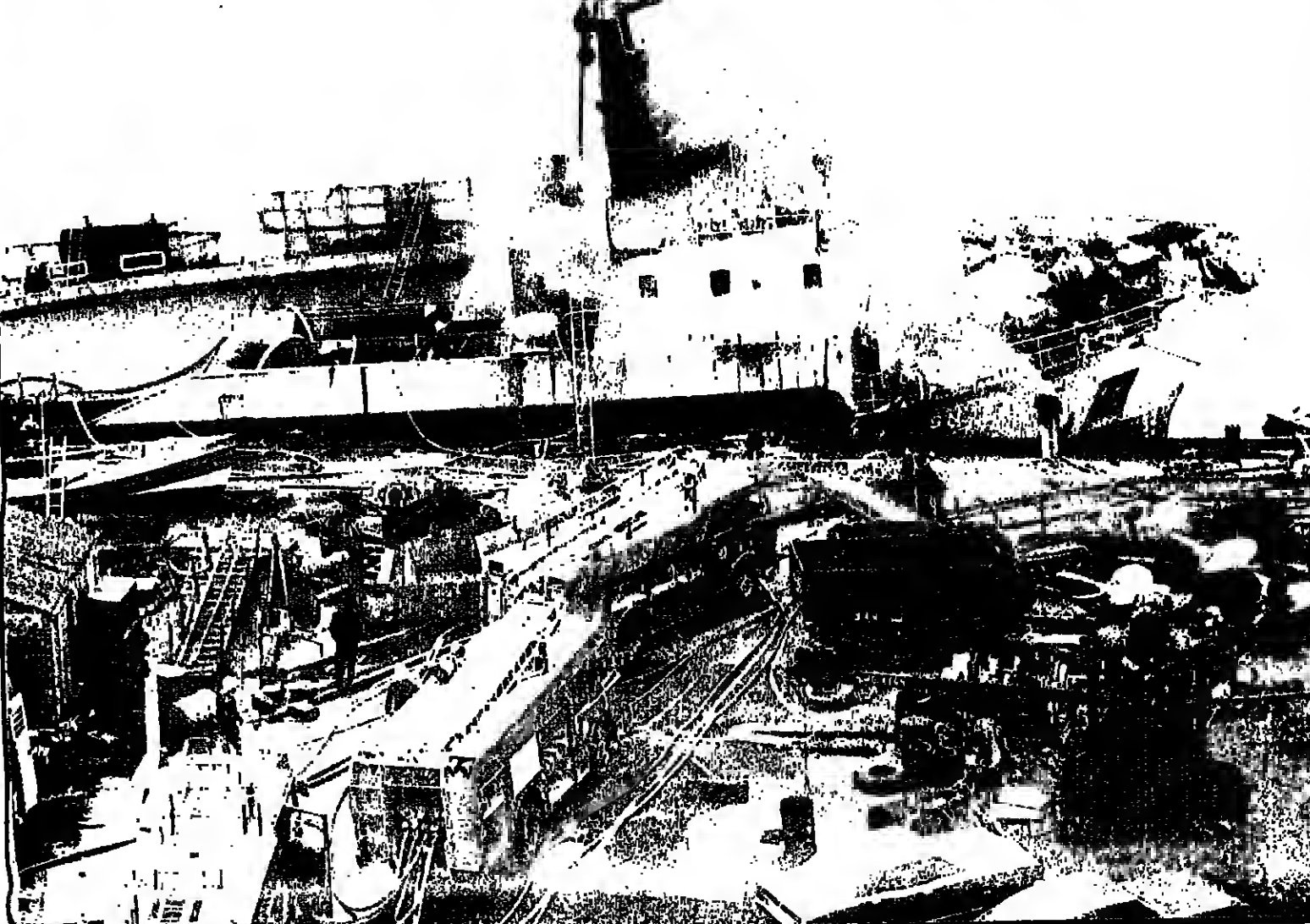
Skipper Howard said *Esme* is now capable of fly-echopping, anchor-seining and gill-netting.

Further details of the installation, will appear next week.



Lossie Hydraulics combination seine rope storage and winch unit on *Esme*, seen from the wheelhouse

'BEN EDRA' BURNING OUT



INSURANCE surveyors were this week sifting through the charred remains of the 370-ton North Shields wet fish stern trawler *Ben Edra* after fire roared through the vessel last weekend.

More than 50 firemen fought the blaze, which is thought to have started in the accommodation area as the ship was lying alongside the quay at Smith's Shiprepairers, North Shields, undergoing modifications for the coming mackerel season in the south-west.

Their job was complicated when the five-year-old stern trawler took on a heavy list to starboard after thousands of gallons of water were pumped on to her. At one stage she was in danger of sinking.

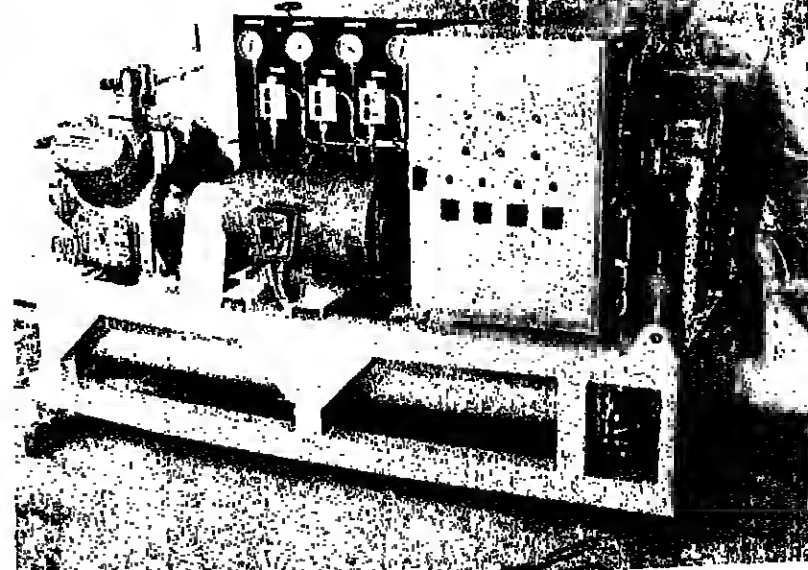
Gordon Doble, of owners Richard Irvin and Son, said he did not know how the fire started or whether the French-built ship would be refitted or scrapped.

Ben Edra had just completed a successful summer cod fishing under her skipper, Bob Palmer, who was on holiday in France when the 1,800 hp ship caught fire.

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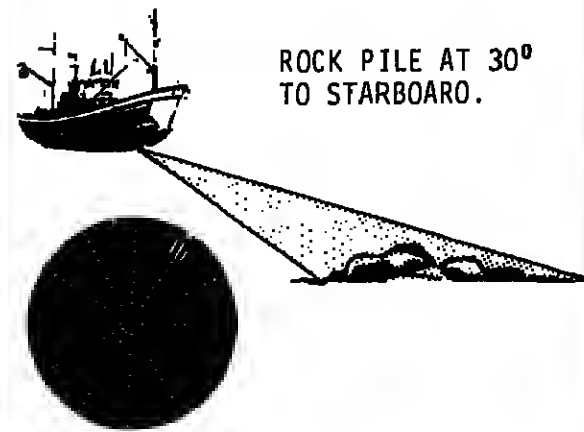


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Golden Venture (left) and Jean Scott (right) arrive at Grimsby low in the water. Their catches set a new record of £56,706.

£56,706 'PAIR

Bojens lose record grip

PAIR trawler skippers 'Pete' Pulfrey and Phil Scott, who gave up big money jobs as freezer skippers in Roman and Conqueror over four years ago to learn pair fishing under Jens Bojen, saw it all pay-off at Grimsby on Thursday last week. They brought in the largest and most valuable pair trawling trip the port has ever known.

After a 14-day North Sea trip on the northerly grounds, Skipper Pulfrey in Golden Venture and Skipper Scott in Jean Scott landed a combined 1,897 kits of cod and codling. It sold through the John R. agency for a massive new port pair trawling grossings record of £56,706.

It bettered by almost £4,000 the old record, set just a week before (Fishing News, Sept. 1) by Jens Bojen and 'Lemon' Richardson in Margrethe Bojen and Frances Bojen. This catch was also through the John R. agency.

The new record has astonished quite a few people who considered the title was virtually the exclusive property of the 'Bojen' team.

Since April 1978, when the record stood at £24,733, it has now been broken on ten occasions. Apart from the achievement by Golden Venture and Jean Scott last week, only the Tom Sleight all-steel pair Mokaue and Shawnee has broken the 'Bojen' team's monopoly.

Both of the new record holders arrived back from the fishing grounds at Grimsby last week with their fish rooms chock-a-block with fish and had to take on extra ice before landing to preserve a small deck cargo.

The eventual turnout of 1,027 kits by Golden Venture was a record on its own for a single wooden vessel under 80 ft., but her grossing of £30,410 fell just short of the £31,847 made by Margrethe Bojen the week before. The combined kitage was also a port record. Skipper Phil Scott said the



Skippers Phil Scott (left) and 'Pete' Pulfrey — switch from freezers to learn pair fishing has paid off.

trip had been very ordinary apart for three days of exceptional fishing at the end of the trip.

Records are there to be broken, and no doubt someone will crack ours one day. Obviously we are pleased to break the record, but we could not have done it without two very fine crews.

With the port's snappers having a somewhat quieter week and no boats bettering Connel's Balona (Sk. Arvid Thinnesen) on £9,601 from 243 kits, mostly of plaice from a 14-day trip, there were improvements among the trawler landings.

A 15-day North Sea/Westerly voyage by BUT's Ross Jaguar (Sk. Edna Hodson) of 756 kits worth £21,941 on the first market after the bank holiday proved to be the best by any local trawler.

H. L. Taylor's Okino (Sk. Dave Venney) hit £19,594 from 790 kits of Ferocese fish after an 18-day trip, mostly cod and codling, while Kyoto (Sk. John Dacombe) was just behind on £18,206 from 708 kits, again mostly cod and cod, from much the same area.

Best foreign landing came

from the Belgian Sk. Agost (Sk. Agost Piffart) hit £23,316 from 612 kits, mostly fine flat, through the John R. agency.

Back on the home grounds the Grimsby gill-netter Bank (Sk. Olaf Christensen) bagged 212 kits of plaice for a record £11,000.

Guild in danger

THE ANNUAL outing for widows and orphans of Hull fishermen lost at sea was held last weekend.

About 75 children and adults visited Flamingo Park Zoo and went on to Scarborough for a show with Jimmy Terback topping the bill.

The outing had been financed by Hull Trawler Officers' Guild out of the proceeds of an annual dinner

and dance. It was on behalf of the Guild, said the secretary of Hull Trawler Officers' Guild, that the annual dinner and dance was held last weekend. The Guild, in January, present membership down to less than 30, is in jeopardy.

£15,000 fine on Spanish poacher

A SPANISH trawler skipper caught poaching 49 miles inside British waters was fined £15,000 with £208 costs by Plymouth magistrates on Monday.

The 120 ft. Candida Vera was ordered to be detained until payment was made.

The skipper, Antonio Villar Abal (40), a fisherman for 15 years, pleaded guilty to fishing in British waters without a licence. His licence had expired in December.

Magistrates heard that when Naval boarding party arrested him last Friday, he claimed that orders from Spain told him he could fish

50 miles from Britain's coast. Presiding magistrate Derek Tippet said the Fishery Protection Act had been brought in to preserve stocks, and if fishermen continued to fish without licences it would be impossible to achieve this aim.

"In this case, we feel the defendant knew exactly what he was doing," he said. "We

intend to enforce the Act and view the matter seriously." The trawler was arrested by the protection vessel HMS Guernsey which spotted her about 70 miles off the Bishops Rock, 49 miles inside British limits.

The boarding party found about 10 cwt of fish worth about £200 on board.

Brian Walton, defending,

claimed his client had been totally honest and had made no attempt to get away.

He said that because Spain was not a Common Market country, he had to apply for a licence to fish — and only a limited number of these were available.

The fine and costs were paid in hours and the trawler sailed late on Monday.

...ROUTINE CHECK COPS FRENCHMAN

Port best

LOWESTOFT'S port earnings record was broken on Tuesday when St. Philip grossed £20,751.

The previous record was set on February 16 when Ripley Queen grossed £20,245 from a landing at Grimsby. St. Philip, owned by Claridge, is one of the port's newest stern trawlers — commenced by 32-year-old Terry Martin.

Her landing of 612 kits after a 10-day trip included 375 kits of prime plaice.

A FRENCH trawler skipper who pleaded guilty to having an obstruction — two pieces of rubber — placed in part of his net was fined £250 with £236 costs on Friday.

Skipper Andre Van Langbenouen, from Concele, was working his trawler Iron Vorie when she was approached by the protection vessel HMS Pollington about 40 miles south of Plymouth.

Mr. J. Collin, prosecuting for the MAFF, said a boarding party went aboard for a routine check and to men-

tion that there were some pots in the area.

As the crew was hauling in the net, it was noticed that two long pieces of rubber had been attached to it.

Mr. Collin said that the cone-shaped net used by the trawler was designed so as to trap only large fish. The part where small fish could have escaped was blocked by rubber — cut-up sections of tyre inner tubes.

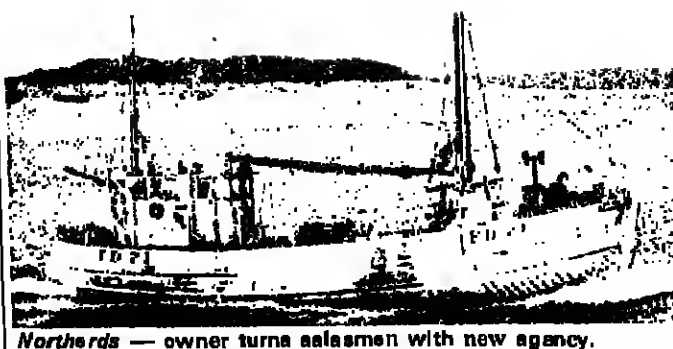
Defending, Clive Toumer said his client did not appreciate that he

had been committing an offence. He said the rubber was there to prevent the net from chafing on stones or other objects while trawling.

The skipper had had "many bad experiences" with damaged nets.

Plymouth Magistrates Court confiscated the rubber and ordered that the boat be detained for three months, or until the fine and costs had been paid.

After the hearing, it was said that the money would be produced immediately.



Northards — owner turns salesman with new agency.

MERCHANT TAKES ON A BEAMER

A LEADING Fleetwood fish merchanting business has gone into trawler owning — and if the move proves successful there could be many additions to the local fleet.

J. K. Hayton and Son the Fleetwood Inshore already acts as ships' agents. Fishermen's Society, said and has now bought the 72 ft. that their fleet had grown big enough for them to deal with Cornelia from Plymouth. She fish marketing themselves. is sailing from Fleetwood under the command of Harry Chantler and is rigged for beam and stern trawling.

Ken Hayton, principal of the company, said: "We may get other vessels. I believe in Fleetwood as a port and think it could have a great future for vessels in the under-100 ft. class."

Two local inshore fishermen, David Rainford and John Cowell, have gone into the agency business. They have formed the Northfleet Fishing Co. to handle the catches of their four boats — Deejoy, Northfleet, Northards and Constant Hope.

Mr. Rainford, chairman of the company, said that there was no question of the companies coming closer together.

"What's this new Trawlex Midlink chain?"

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Brothers recalled as boy, 17, goes over side

A 17-YEAR-OLD deckhand has been lost overboard the Lowestoft trawler *St. Rose* in the Norwegian sector of the North Sea.

Inn Potter of Yarmouth was lost from *St. Rose* at about 8am on Saturday. An extensive search was carried out and the Lowestoft trawler was escorted by other fishing boats, a Norwegian research boat and a helicopter. There was no sign of the youth.

Twin

Inn's twin brother works aboard the Lowestoft trawler *Constance Banks*, while another brother sails with *St. David*. Both these trawlers have been recalled.

St. Rose, one of the Colno fleet and skippered by R. J. Jones, has also returned to port following the loss.

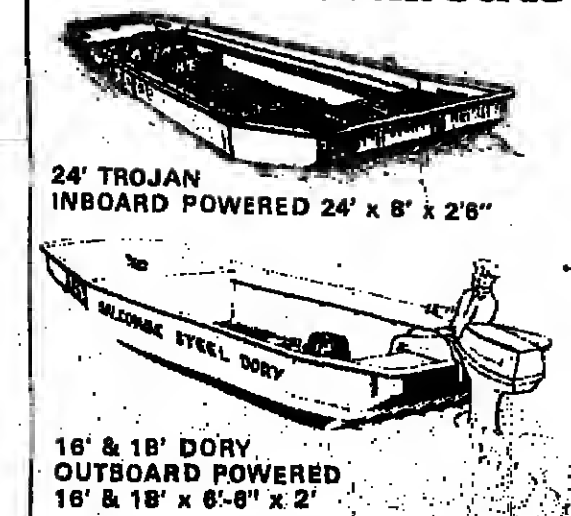
AIRCO synthetic SEINE NET ROPE

REPORT No. 59748
Your Ref. MN/VV. Results of test made upon sample described as Used Synthetic Seine Net Rope, received 10th Aug. 1978, from:
Airedale Rope Co. Ltd., Leeds
Test No. 5213
Maximum load 7480 pounds, 3393 kg.
Remarks: The rope fractured clear of the grip.
Particulars as stated by sender: "Airedale Seine Net Rope, 1 1/2" circ. Supplied by John S. Duncanson Ltd., Wick, Scotland. Taken from m.v. *Boy Andrew*, skipper Mr. Norman Bremner after being in use from 22nd August 1977 to 29th May 1978. Used for 685 hauls."

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Fire drill 'a joke' on death trawler

A DEPARTMENT of Trade inquiry into the loss of three trawlermen whilst fighting a fire in the engine room of the Hull freezer trawler *Roman* heard that mandatory fire drills had not been carried out.

The mate, Stuart Grant of Grimsby, disclosed under questioning that fire drills aboard the freezer had tended to be treated as a joke and there had been none on

her last Bear Island trip. Earlier Mr. Grant had admitted fire drills had been carried out on *Roman* during previous trips.

At the inquiry Skipper Trevor Baskcombe admitted fire drills should have been carried out every 14 days, but there had been none. Nor had there been any boat drills during the trip.

It was also revealed that the fire alarm sounded when the port generator burst into flames and, although Skipper Baskcombe had

given instructions for the freezer's engine room carbon dioxide fire fighting equipment to be activated because the fire was spreading, it was later discovered not to have been fully activated.

Smoke

Skipper Baskcombe felt that this could have been because of the intense heat and the dense black smoke which made visibility nil.

The crew fought the fire for four hours before they

were forced to batten down the hatches 'to starve the fire out'. Attempt after attempt had been made to rescue the three men who died.

The Department of Trade inquiry confirmed the ship's log that the men died from carbon monoxide poisoning.

The senior superintendent of the Grimsby D.O.T., George Pettigrew, said he was duty-bound to pass on certain evidence heard in the marine division which is carrying out a preliminary inquiry.

Model agent

MODEL Shipwrights of London, makers of quality ship and yacht display models, has appointed Kelvin Hughes Charters and Maritime Supplies as sole UK agent.

A range of models and information can be seen at 100 Leadenhall Street from October 23 to November 17.

Further information can be obtained from David McFall (01-789 3641) or Christine Hutt (01-481 8741).

MANX HERRING CASK BLOW

DEMAND from Dutch and Scandinavian buyers for Manx herring is said to have been cut because of a shortage of herrings.

These wooden casks in which they sell the fish before taking it away on the luggers have now arrived and are engulfing the quayside.

As usual, it is Peel which has become the first base for the island's herring trade — last year estimated to be

worth £54 m. But the herring will shortly move around to the east coast spawning grounds in the Douglas Bank and control will move to the Douglas breakwater.

The island's harbour board, however, will not allow

this move until at least September 12 — less than a fortnight before this year's extended close season ban comes into operation on Monday, September 25.

This is because the Isle of Man holiday season is still in full swing until the end of the Manx Grand Prix motor-cycle races on the TT course. The Manx ferries need all the room they can get in Douglas harbour.

The harbour ruling is that no more fishing boats are allowed to use Douglas until the motor-cycle fans have all gone home.

'Pairs' hunt mines

THE FLEETWOOD pair-fishers *Armeno/Novena* and *Norina/Idena* are in the Clyde area this week to take part in mine-sweeping exercises. They will be flying the Blue

Ensign, but carrying full crews of Fleetwood fishermen during the two-week trip.

Last April the vessels took part in a similar exercise aimed at examining and improving anti-mine measures.

PAIR-MEN GUILTY

SIR, Let us be honest about fish conservation (Stop purest Fishing News, August 25). It is not the purest seine which is endangering the stocks of fish in the estuaries, especially here in the Clyde estuary which is the one open place for herring fishing.

The danger is entirely from the mid-water trawlers which are now flooding in to make a killing and destroy the livelihood of the fishermen of Campbeltown, Tarbert and Carradale who realise only too well what is happening. The same goes for the small

LETTERS

Ayrshire ports of Dunure, Meldena and Givren.

At present there are some 30 mid-water trawlers going up and down, sweeping everything into their nets: immature fish and any species which come their way including the salmon which are coming into the rivers.

Then, when it comes to counting up their quota, they're

throwing out the small fish dead to rot on the beaches.

How long can the fish stocks survive this treatment? Skipper Pattence, the writer of the letter, is one of the mid-water trawlers. He is no doubt making a good living for himself. He comes from Avoch. What happened to the Beaulieu Firth?

He has to come here where there are still fish, but he and his mates will leave none behind.

If this goes on, the only

possible policy is to stop Clyde and hope that the fish survived to breed and up slowly into the lochs and into the stocks which will remember before he is the mid-water trawler.

We, too, think of the generation of fish which will be their present situation.

DONALD E. McHUGH, MB Mairi Bhan Loch Carradale, Argyll.

PATTER OF HATCHERY-GROWN SPAT

SIR, Your witty piece (Billingsgate, Fishing News, September 1) about the cold summer's advance upon our native oysters was very appropriate.

However, the apparent lack of natural spatfall should not worry planters unduly. For, if they care to look, supplies of seed are available from hatchery-grown spat, production of which is not significantly affected by the vagaries of an English summer.

Seed of the Japanese oyster which can be marketed throughout the year is also available to planters, who seem reluctant to grow this oyster in anything like the quantities available to them.

This, apparently, has something to do with Billingsgate also being re-

lated to accept the spatfall. The planters you mention played a prominent part in the journal of the Scottish Oyster Growers' Association, shown as sample of oyster deep from the hatchery.

I wonder what the secretary who is sitting at the hatchery is doing.

L. G. EDWARDS, Mairi Bhan Loch Carradale, Argyll.

Billingsgate also being re-

£120,478 Hull trip bonanza

ICELAND slipped in a £120,478 bonanza ding at Hull this week despite a local weather putting up some opposition. The catch was recorded.

Hull had to wait until day of this week for the landing by a local trawler in 11 days.

Newington's C.S. made £38,487 for 124 caught by Skipper Taylor and his crew on 26-day trip to Bear Island and the Norwegian

The vessel's average per ten-stone kit was for cod and haddock, 55 kits of haddock.

Part-catch

On the same day at Forrester landed their part-catch from the trawler *Ingolfur* too. She made £45,588 for kits.

The total turnover of kits made £120,478. The charge included 2200 cod, 505 kits of cod, 505 kits of haddock, 105 kits of haddock and 182 kits of haddock.

The only vessel left to discharge later this week was the Icelandic *Ingolfur*. She is expected to arrive 3,300 kits.

All four wet fish kits Hull lost week were Icelandic vessels, the *Ingolfur* being the *Ingolfur* by *Gudstein*. Her 3,661 kits were sent two days starting on the day.

The week closed with completion of unloading of *Ingolfur* Johnson which had 269,024 for 2,000 kits.



Laid-up Grimsby distant water ships.

DEEPSEA FLEETS CUT IN HALF

Taylor's ten for sale

THE operational strength of Grimsby's deep-sea fleets has been cut by half in just over a year. Hundreds of fishermen have gone on the dole.

Despite the port's North Sea anchor-seiners and pair trawlers finding the best fishing in living memory, this year is almost certain to go down as the worst ever for the trawler owners.

Lack of political guidance, fisheries policy muddles, closure of traditional fishing grounds (especially distant waters) and indifferent fishing on those remaining open have all added up to a year little short of disastrous. And there may well be worse to come.

Last week Henry Taylor, the managing director of H. L. Taylor Ltd. which operates 10 trawlers up to 130 ft. on the middle/near water grounds, told *Fishing News* he was sorry to say that the entire fleet was up for sale "at the right price."

The company, however, had no plans to start laying vessels up and intended to remain fully operational. "I only hope we have a better winter than we did last year," commented Mr. Taylor.

Certainly on supplies the forthcoming winter could prove critical for the port, as the anchor-seiners which have provided so much of the fish this summer tie up for

the bad weather and short days.

Last year, right up until Christmas, there were some 15 distant water trawlers working from Grimsby, plus six freezers. Now there are just two vessels, the Boston Group's *Boston* and *Consolidated Fisheries* *Crystal Palace*, fishing off Norway under licence.

A year ago there were some 40 middle/near water trawlers fishing the Western Isles, Faeroes and the North Sea. At the beginning of September there were just 30, any of which could be withdrawn due to the massive losses the owners are sustaining.

Meanwhile, hopes that lumpers will lift their ban on landing Icelandic wet fish, as at Fleetwood and Hull, to restore some continuity of supply through the winter still look rather slender.

"I So, with virtually all the Grimsby trawler owners looking for ways of disposing of tonnage, it could be that the port will have to depend upon our EEC partners, like the French, Danes and Belgians, to bail it out of a fish famine in the coming winter.

Tories plan CFP stand

AN ASSURANCE that the Conservatives would make fishing a top priority in EEC negotiations if elected to power was given in Banff at the weekend by Mr. J. Corrie, MP for Bute and North Ayrshire. He is also a member of the European Parliament.

Mr. Corrie, along with prospective Tory candidate for Banffshire Mr. D. Myles, was speaking to the director of the Scottish White Fish Producers' Organisation. They were also touring fishing ports in Banffshire.

Mr. Corrie said that the Tories would be just as firm as Labour if elected in getting a fishing agreement for Britain.

He ruled out any placement of regional agreements, believing it is better to have a national one. Mr. Corrie also emphasised the importance of an agreement made by a British Minister in Europe.

would be subject to ratification in the House of Commons.

In view of the strength of feeling by all parties, he felt sure any such agreement would have to be ratified though it was not binding on a minister in Europe to come back to Westminster.

Finally, he expressed the hope that some form of fishing agreement be arrived at before the entry of Spain and Portugal into the Common Market.

Mr. Myles said that the talks with fishermen had been very helpful since his party could never over-emphasise the importance of a healthy fishing industry.

Half measures make whole disasters.

Having one searchlight is like being half blind, and the half you don't see could be a whole disaster. It is safer to have two searchlights so that dangerous blind spots are removed.

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Jet dory from Cornwall

A CORNISH fisherman is petting from Port Isaac with a 16 ft. 3 in. long fast inboard engine 1st dory produced by Port Isaac Bay Marine. The firm is now working on another for cod lining from Essex which will be a 19-footer.

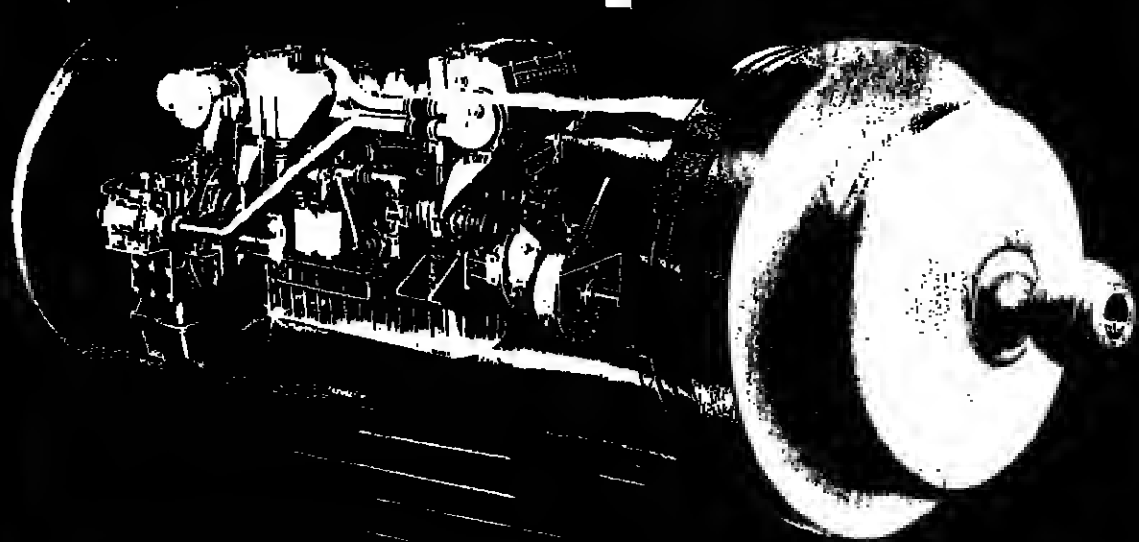
The Port Isaac firm started producing the dories after completing a fast and shallow draft 38-footer for potting from the port. This craft was built using C-Flax to mould the hull. Deugeld Spruill took delivery of his dory in June and plans to buy a hydraulic hauler soon.

A Hamilton water jet is fitted. The 7 ft. 8 in. beam dory has a 50 sq. ft. deck and is powered by a Ford V-8 engine for a speed of over 40 knots.

The boat was specially designed for fishing and diving, having a cathedral-type hull reinforced using 24 oz. Fibmat. The hull is framed at 16 in. centres.

Interior layout can be to owners' requirements and diesels up to 75 hp can be fitted. The firm aims to produce up to 16 dory craft a year.

Old salts have a way of preserving masterpieces



Fishing calls for a special breed of men, fearless men with guts and determination. Men who pin their faith in a good crew, a sound sturdy boat and a reliable engine, and nowhere is engine reliability more essential than on the fishing grounds with a gale imminent. It's at times like these when you're glad to have the reliability of Volvo Penta aboard.

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FOUR RIVERS FOR FISHING



SOUTH COAST fisherman Chris Cook is netting bass and mullet with a 17-footer powered by a V-6 petrol engine. The boat is named *Sophie* and is reckoned to have a top speed of 50 mph.

While the craft sounds an unlikely combination to earn a living with, her owner is very pleased with her.

Chris Cook has been a fisherman for ten years and, before that, had a lot of part-time experience. He works *Will Try*, an ex-Browne Bros. crabber, on trawling and oyster dredging along the south coast and turns to inshore netting during the summer.

He has been using a Poole canoe-type boat for netting but, as he needs to move distances fast to be in the right place at the right time, this type of craft proved too slow. When he wanted to go inshore at Southampton Water, the shallow drafted boat had to be towed behind *Will Try* which was then used as a "mudropper". The trip from Keyhaven usually took 90 minutes. Now, with 60 mph on top, he can be there in 20 minutes.

The main aim of *Sophie* is to get in as many fish as possible, so it is a shallow boat ten miles away from the key to her is necessary little fisher-ability is the PP handles the power is lost.

At high speed the boat has been seen to burn eight petrol an hour, but she has a long way to go.

Sophie (SU 381) is manoeuvrable and can virtually in her own right around 30 mph. Chris has tried this only once does not intend to make a habit of it. However, capability is there and builders claim she will over.

Red weather — the all fast boats — does bother him unduly as he the fish he is after is good weather. If the does blow up the craft is a bit according to the skipper.

The cathedral-type hull has been tried

not very often she is run flat out for long and, when inshore netting, power is not required. So, overall, she can be quite economical and Chris Cook has been pleasantly surprised how long a tankful lasts.

The use of a water jet means there is no propeller to snag nets and, also it keeps

her draft shallow for getting right inshore.

The builder — S. C. Mouldings of Sway, Hampshire — is not present working on an optional diesel engine which will cut speed down to 25-28 mph. However, fuel consumption would go down too.

As *Sophie* is a registered

Above left and above: Chris Cook at the controls of *Sophie*, his £3,500 inshore netter which operates from Keyhaven, on the English south coast. She can plane at 40 mph with a one-ton load.

fishing boat, the owner can claim back the tax on petrol. So he pays around 32-34p per gallon, against the present price of diesel in the area at around 40p. Petrol engines are less economical, however. Another problem with fast boats is keeping the speed up when they are loaded. *Sophie* is claimed to still plane at 40 mph with one-ton aboard.

The GRP hull design is by S. C. Mouldings which scaled up a 13-footer and made some modifications. She has a heavy glassfibre lay-up and is foam-filled along the sides, but not on the bottom. This is because, if she is holed, the foam will not have to be stripped out before repairs can be started.

Sophie has a tan ft. long main deck and a forward deck to cast from. She has smooth sides so nets will not snag and two forward lockers.

The builders make two types, the second having a forward cabin, and at around £3,500 complete *Sophie* looks a bargain.

More hauls with 50ph 'Sophie'



Prototype '17'

into production 17 Fieher cost cathedral-powered by engine water jet. costs under VAT) ex-works with petrol

17 in standard sports boat but the Arun Yacht can complete fishing vessels hull strokes and Equates are this type of craft fishermen.

length is 17ft. beam, 8ft. 11in. 800lb. when a 40hp engine speed of just with one crew. At present the and outboard alternative

West Sussex, is keeping the prototypes for development work and is planning to offer a diesel version. Two production boats have been made.

The Arun 17 has a GRP hull, under-floor foam buoyancy plus plywood deck, frames and longitudinal. Being light the craft is fairly easy to launch and a folding dodger is available.

The firm fits the UA Engineering type UA62 jet unit which is claimed to be suitable for shallow water operation and gives excellent manoeuvrability.

The boat can rotate on its own axis, simplifying work in confined areas.

There is a clear working deck as a compact one-piece moulding is used for the seat and enginebox, incorporating battery storage and six-gallon fuel tank.



Deck layout on the Q18 Fisherman can be modified for professional use.

'Q18' goes fast or slow

SUITABLE for both fast and slow speed work is a new trihedral Task Force Q18 hull being offered as a single-handed fisherman.

The Q18 Fisherman is being marketed by Boat Showrooms of London which has already supplied two craft based on the same shape hull to White Fish Authority specifications. These were Q22 and Q17 models.

The new Q18 is actually 17ft. 6in. long overall, with a 7ft. beam and a depth 9in. Weight is 1,200 lb. less engines.

At a demonstration on the River Thames, a Q18 used for part-time fishing was put through her paces powered by an 85 hp outboard diesel. This craft is said to have a speed of 30 knots.

The boat is laid out with short decks forward and aft of the steering console, the nets being shot over the stern and hauled over a baw roller.

For general purpose full-time

Pushing up a spray on the River Thames is Boat Showrooms' new Q18 Fisherman one-man boat. The hull has just been introduced.

fishing, hauling over the side looks a better bet and the steel side rails could be removed as they may well get in the way. The console could be altered and the 20-gallon fuel tank re-sited to give more deck space.

It is claimed the boat will plane with half-a-ton aboard and is very stable. There are two water drains aft which clear the deck and the prototype on show is expected to be in use all year round from the Isle of Wight.

For commercial work the thirsty outboard can be replaced by an inboard, with a choice of sterndrive or water jets.

Boat Showrooms of London says that the boat is built to a heavy specification and the lay-up of the GRP hull is similar to that of the two VFA-approved versions in service. Price of the multi-purpose craft, which is built on the Isle of Wight, is around £2,000 less engine.

Fishing FALMOUTH/NEWLYN AREA THIS WINTER?

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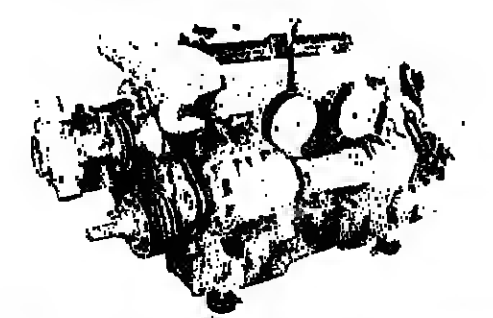
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Pollution control centre plan

THE GOVERNMENT has decided to set-up an anti-pollution operations control to plan and co-ordinate measures and to take charge when an incident occurs.

It is expected to be headed by a senior naval officer and will be controlled by the Department of Trade, with strong naval support.

Following the sinking of *Eleni V* off the Suffolk coast, when both fishing and amenity interests were affected, the Prime Minister ordered an official review of our anti-pollution measures.

A working group report recently published concludes that movements of giant tankers around the coast are on such a large scale that serious pollution incidents must be expected. There is no practical way of preventing them.

Also, as North Sea oil develops, tanker traffic around Scotland will increase substantially and a spillage of *Amoco Cadiz* proportions could occur anywhere around the British coast.

The working group concluded that serious incidents can be expected in the Channel at a rate of one every

ten years, and less frequently elsewhere. The problem is that, with the present state of technology, no organisation can give a guarantee against large-scale pollution which could affect both the marine environment and inshore beaches.

The inter-departmental review body under Sir Leo Pliatzky, Permanent Secretary of the DoT, recommended transferring responsibility for anti-pollution to the Ministry of Defence but this department is not keen to accept it.

Announcing Government acceptance of the recommendations of the working group, in a Commons written reply, Edmund Dell, Secretary of State for Trade, said Britain's arrangements provided for spills of modest size.

After the *Amoco Cadiz* and *Eleni V* incidents, the Government accepted the case that anti-pollution measures should be improved.

These would include a

planning and operations unit which would be set up with experienced command control.

At the same time salvage arrangements will be reviewed.

Developments of improved dispersants will be expanded and testing will ensure that these will have little or no effect on marine life.

At present Britain's anti-pollution measures cost about £300,000 a year. Spills such as that from *Eleni V* add about £2m to the bill. Our resources can cope with spills of up to 16,000 tons of oil split per day. The French spill from *Amoco Cadiz* resulted in 50,000 tons polluting one small area.

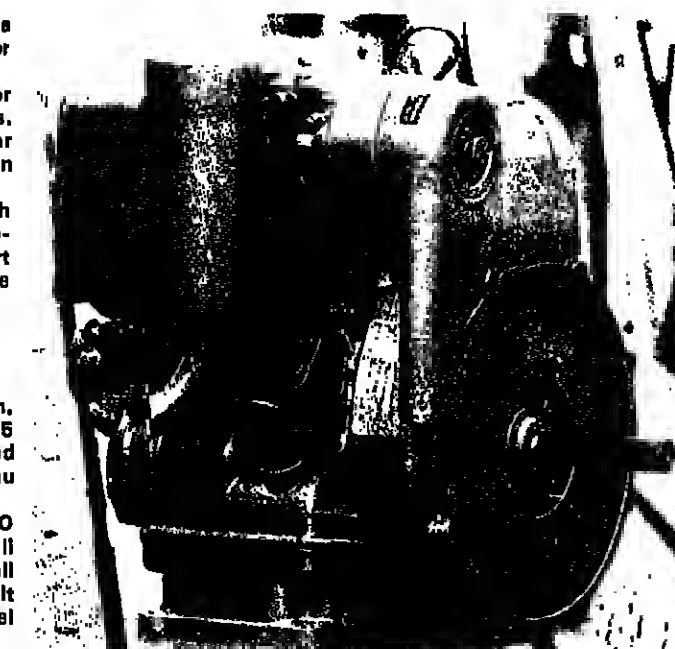
Even so the report concluded that, although valuable fisheries and important stretches of coastline could be seriously affected by a major spill, gearing up to cope with the worst possible spill would tie up large resources for a disaster which might only occur once in a decade.

GIANT EXPORT ORDER

PETTER LTD., has secured its biggest ever export order for marine engines.

The £400,000 contract is for 150 inboard diesel engines, spare parts and stern gear for inshore fishing boats in Somalia, East Africa.

The order — through Britain's Overseas Development Ministry (ODM) — is part of a major FAO/UNDP fisheries project in the country.



Russian

The engine is the cast iron, air cooled type P22M of 22.5 bhp (right). They are expected to be shipped to Mogadishu over the next few months.

Locally based FAO technicians are to help install the engines in the 20ft Somali boats which are Russian built and similar to the British Royal Navy's whaler-lifboats.

Killer 'Red Tide' hits Ireland

'RED TIDE' has killed a large number of fish around the West Cork coast and in a bay fish farm.

It is a natural phenomenon caused by a microscopic marine organism which in calm, warm conditions can multiply rapidly. When the concentrations of algae die off the oxygen is absorbed from the water and fish can die.

This is apparently what happened at the fish farm of West Cork Sea Fisheries at Mulroe, Dumanus Bay. The proprietors claim that 3,500lb. of trout were killed.

A lucrative export trade in shellfish was also threatened with the news that fish dealers in the area had been advised by the local Medical Officer of Health not to sell shellfish from areas hit by the "tide."

After conducting investigations, a spokesman for the Department of Fisheries said that the trout at the fish farm had died because of lack

of oxygen in the water and not because of any toxic substance in the "Red Tide."

He confirmed that, to date, no toxic substance had been found in any of the shellfish which had been examined, but said that sample testing of the coastline would continue.

At the end of last week, a chill wind from the north began whipping up the sea along the south-west coast and started to disperse the fish killing microbe.

Fisheries scientists said this was one of the few ways in which the "Red Tide" could be dispersed.

'OCEAN OBSERVER' GOES FOR SCRAP

A VESSEL known to thousands of fishermen who worked off the west coast of Scotland has gone to scrap.

Ocean Observer left Fleetwood under tow last week for the shipbreakers at Blyth.

She was built in 1939 for the Scottish Home Department as *Minna* for fishery

protection duties. She was then taken over by the Navy for war duties and returned to fishery protection in the year 1946.

In 1974 she was sold to an oil exploration company and used for survey work until being tied up at Fleetwood where J. N. Ward were her agents.

'EXPLORER' IS TIED UP AS... Iceland makes a killing

FLEETWOOD had its biggest ever single boat grossing last week when the Icelandic trawler *Fontur* made £61,515. The 134 ft. vessel landed 1,888 kits, including 1,100 kits of cod and codling and 480 of haddock.

Ironically, the fish were caught off Iceland's west coast, once one of Fleetwood's happiest hunting grounds.

MACKEREL TAC SET

BRITISH fisherman's 1978 mackerel quota in the North Sea and Skagerrak will be reduced from 900 to 496 tonnes. This is what the European Commission to Brussels has proposed to the EEC Council of Ministers.

The 1978 TAC for mackerel in these two zones is being reduced from 192,000 to 145,000 tonnes. This compares with a total mackerel catch of 311,000 tonnes in 1976. The EEC share of the 1978 TAC will be cut from 20,000 to 16,000 tonnes.

The changes follow consultations between the EEC and Norway and the Faroe Islands which ended on August 4. It was agreed that the Norwegians and Faroes would receive an extra 13,000 tonnes of mackerel in the North Sea and Skagerrak to compensate for loss of herring as a result of EEC conservation measures.

Fontur is from Thorshavn and is commanded by Skipper Sigurdur Friedrickson. Her grossing was not strictly a record grossing for a single boat's catch as 370 kits of her place was caught by smaller vessels and loaded on to *Fontur*.

The port's previous highest grossing was £56,174 made by the stern trawler *Fydeon* when she landed 2,624 kits in April 1976.

Fontur's agent was J. Marr and Son Ltd., whose Fleetwood manager is Jim Cross, who has just returned from Iceland. He said the quality of the catch was encouraging.

There were two other landings by Icelandic vessels up the week.

Top local vessels were the pair trawlers *Ideno* and *Norino*. *Ideno* (Sk. Victor Dingle) made £18,506 from 642 kits, including 170 of cod and codling, while *Norino*, with Bill Reader in command, landed 510 kits, including 220 of cod and codling, which sold for £18,226.

It was mainly a tale of woe for the remainder of the local ships landing with poor middle-water fishing again being reflected in low grossings.

Worst hit was the big stern trawler *Gouino* which ended up thousands in the red after a 15-day voyage. She caught only 345 kits — mainly haddock — which sold for £8,873.

Indifferent fishing has already claimed another victim. After making only £9,529 from 403 kits, the side trawler *Boston Explorer* has been tied up.

Herring

From page one
News after he had visited the island last week.

"There was still the big worry of what the Scottish boats would do after the Manx season," he added.

Over half the TAC of 9,000 tonnes for Manx herring has gone. If the TAC is reached before September 24 on immediate ban will come in and extend right through to the New Year.

Maiden for a new 'Girl'

AN OLD Cornish tradition was revived at Newlyn on Monday when the proceeds of the first kit of fish from the maiden trip of a new boat was given to charity.

The kit of ling from the S3ft. *Girl Pot III*, skippered by Tommy Thomas, was bought at double the normal price by Louie Hicks, managing director of Kismet Fisheries, for £4.50 a stone.

The £48 will be divided between the Ship Institute at Newlyn and the Fishermen's Rest on the old quay.

Girl Pot III is a steel-hulled liner-trawler built by McTay and, at 83ft. long and costing almost £1m., she is a major addition to the West Country fleet.

In 1980, the mermaid of Copenhagen welcomes the world fishing and marine industry.

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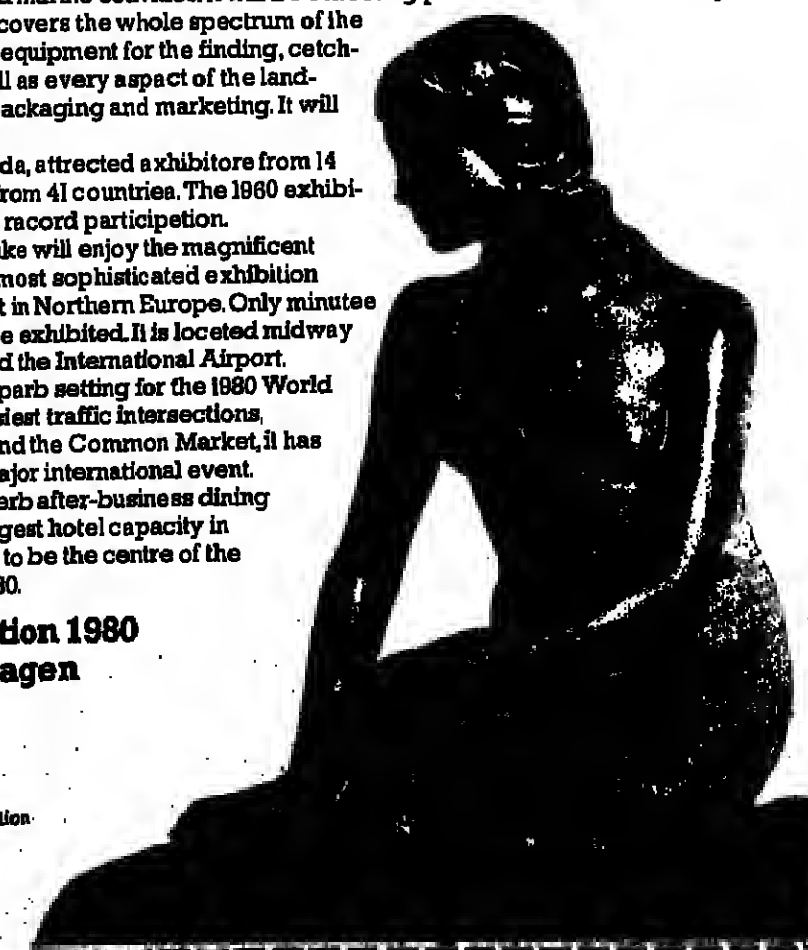
The last event in Halifax, Canada, attracted exhibitors from 14 different countries, and 26,000 visitors from 41 countries. The 1980 exhibition will undoubtedly exceed even this record participation.

Both visitors and exhibitors alike will enjoy the magnificent facilities of the Bella Center, one of the most sophisticated exhibition complexes in the world, and the largest in Northern Europe. Only minutes away from the port where boats may be exhibited, it is located midway between the centre of Copenhagen and the International Airport.

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Record catch skipper dies

WILLIAM RANDALL DREVER (aged 74), a retired Hull trawler skipper with an outstanding record during over 40 years' service with J. Marr & Son, died on Wednesday this week.

Born at Westray, in the Orkney Islands, he worked on a farm there for a few months before making a Sunday morning "pierhead jump" at Aberdeen which launched him on his fishing career as a teenager.

He was only 13 when he joined in line fishing off Greenland and, by the age of 23 he had got his skipper's ticket.

For five years he commanded trawlers out of Aberdeen before joining Marr to sail as a skipper from Fleetwood.

Three years later he was transferred to Hull and, with the exception of the World War II period when he returned to Fleetwood to command Marr's *Lina* trawlers fishing in home, Farosee and Icelandic waters, he spent the whole of his sea-going service based at Hull.

There he had the first command of a number of new Marr ships and set-up some remarkable performances. One of the best examples was in 1948 when it was a common practice to bring fish

home headless. Then, in four successive voyages with *Forrella*, he brought back 45,846 stones, 31,150 stones, 40,500 stones and 42,810 stones — a run which has never been beaten.

Another big achievement came in 1956 after he had taken over *Morbella*. In 19 trips, ten of which were to the White Sea, one to the Norwegian coast, one to Faroe and seven to Iceland, he grossed £155,363 for 481,630 stones — 16,940 stones more than the aggregate catch of *Kirkella* in the year she won the British Silver Cod Championship.

Later he struck the headlines again, by the hot pace he set when his only son, Skipper Charlie Drever (now Marr's Hull trawling manager) won the 1961 Silver Cod Championship.

Charlie caught 411,600 stones and made £162,019 in his trophy-winning year with *Northella*. But Bill Drever, then in *Westella*, equipped his son's earnings by taking third place with £163,413 for 371,150 stones.

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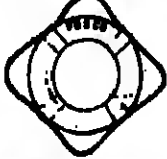
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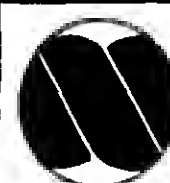
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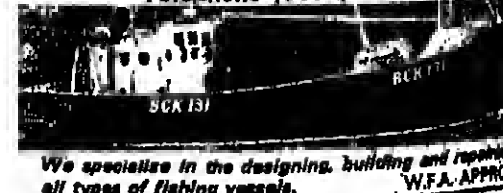
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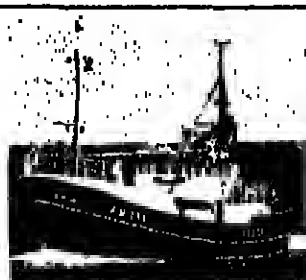
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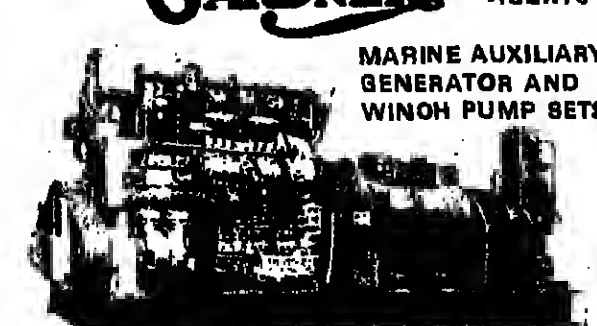
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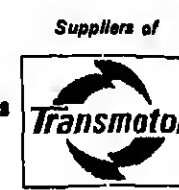
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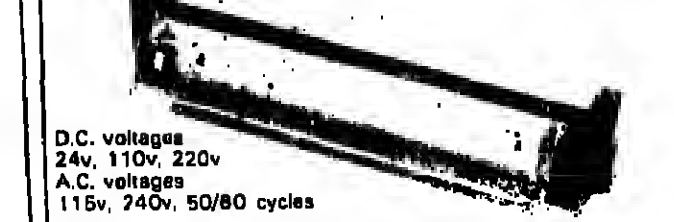
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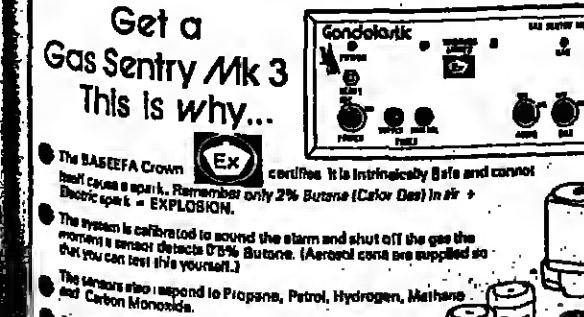
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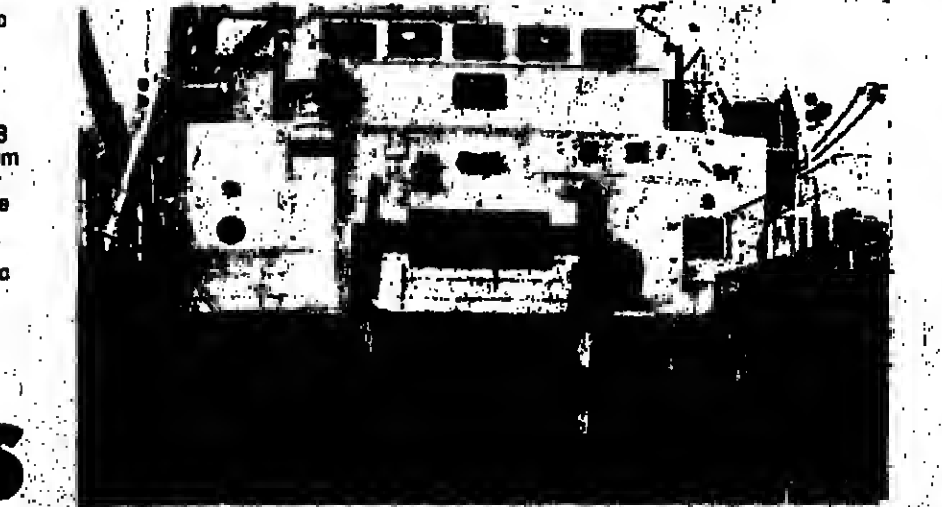
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£20,963: *Crystal Palace*, Consoil,
(Sk. P. Blaney), 878k, BI, 23 days.

Middle water

£21,938: *Ross Jaguar*, BUT (Sk. F. Hodson), 758k, W, 15 days.
£19,594: *Ohino*, Taylor (Sk. D. Vennay), 790k, F/W, 18 days.
£18,205: *Kyoto*, Taylor (Sk. J. Decomba), 780k, F/W, 17 days.
£16,023: *Ross Panther*, BUT (Sk. J. Hodson), 618k, F/W, 15 days.
£13,386: *Ross Cheeta*, BUT (Sk. T. Ross), 537k, F/W, 17 days.

North Sea

£10,484: *Leponto*, Lindsey (Sk. C. Crows), 279k, NS, 13 days.
£2,130: *Lucerne*, Lindsey (Sk. P. Davidson), 58k, NS, 8 days.

Seiners

£9,601: *Bellona*, Consoil (Sk. A. Thinnesen), 243k, NS, 14 days.
£9,346: *Dalma*, Sleight (Sk. K. Jorgensen), 264k, NS, 16 days.
£8,931: *Bekimael*, Consoil (Sk. A. Bojen), 203k, NS, 14 days.
£8,789: *Christiansborg*, Consoil (Sk. V. Jansen), 211k, NS, 15 days.
£8,478: *Edith Barum*, Danbrit (Sk. G. Hoban), 211k, NS, 11 days.
£8,324: *Alatna*, Sleight (Sk. J. A. bott), 240k, NS, 15 days.
£7,645: *Christen Bank*, Jubilee (Sk. J. Olesan), 242k, NS, 13 days.
£7,430: *Grenaa Way*, Danbrit (Sk. L. Nejrup), 207k, NS, 12 days.

Pair Teams

£58,706: *Golden Venture*, £30,410 (Sk. A. Pultrey), 1,027k, and *Jean Scott*, £26,298 (Sk. P. Scott), 870k, both John R., NS, 14 days.
£39,550: *Carl Borum*, £22,508 (Sk. G. Riley), 713k, and *Jacqueline Borum*, £17,042 (Sk. J. Borum), 548k, both Danbrit, NS, 10 days.
£35,931: *Athobasca*, £19,899 (Sk. A. Albratzen), 637k, and *Trendsetter*, £16,032 (Sk. M. Jansen), 486k, both Danbrit, NS, 11 days.

£17,423: *Haltan*, £9,078 (Sk. T. Turnbull), 284k, and *East Bank*, £8,345 (Sk. G. Hall), 285k, both Slight, NS, 14 days.

Gill-netters

£11,028: *White Bank*, Consoil (Sk. O. Christensen), 212k, NS, 8 days.
£6,451: *Wordley*, Consoil (Sk. E. Loe), 134k, NS, 8 days.

FLEETWOOD

£61,515: *Fontur*, Marr (Icelandic), 1,868k.
£22,771: *Reynir*, Marr (Icelandic), 582k.
£16,897: *Jon Helgason*, Marr (Icelandic), 717k.

Homewater

£8,873: *Gavina*, Marr (Sk. D. Geddes), 345k, 15 days.
£8,244: *London Town*, Hewett (Sk. J. Buckley), 324k, 16 days.
£6,145: *Rosomanda*, Ward (Sk. K. Beavers), 274k, 14 days.
£5,346: *Andrew Wilson*, Hazael (Sk. J. Banks), 263k, 18 days.

Pair teams

£38,736: *Idena*, £18,508 (Sk. V. Dingla), 642k, and *Norina*, £18,228 (Sk. W. Reader), 510k, both Marr, 15 days.

ABERDEEN

£20,085: *Pindarus*, BUT (Sk. J. Glasgow), 1,231k, S, 12 days.
£16,301: *Glen Urquhart*, Marr (Sk. A. Brown), 880k, F, 17 days.
£14,901: *Grampian River*, North Star (Sk. M. Robertson), 561k, WC, 12 days.
£14,848: *Admiral Nelson*, Wood Group (Sk. R. Pirie), 843k, WC, 13 days.
£14,587: *Milwood*, BUT (Sk. T. Taylor), 833k, S, 13 days.
£12,537: *Glen Corran*, Marr (Sk. F. Webster), 527k, S, 13 days.

LOWESTOFT

£18,022: *Bolby Queen*, Talisman (Sk. A. Gill), 380k, NS, 12 days.
£13,524: *Suffolk Venture*, Hobsons (Sk. H. Baxter), 378k, NS, 13 days.
£13,278: *Boston Shackleton*, Boston (Sk. A. Janner), 354k, NS, 12 days.
£12,703: *Suffolk Crusader*, Hobsons (Sk. A. Blowers), 325k, NS, 12 days.
£11,733: *Underley Queen*, Talisman (Sk. M. Reader), 309k, NS, 13 days.
£11,546: *Bentley Queen*, Talisman (Sk. C. Reader), 310k, NS, 13 days.

NORTH SHIELDS

£12,887: *Ben Meide*, Irvin (Sk. A. Coe), 29,689k, NS, 12 days.
£7,738: *Ben Strome*, Irvin (Sk. R. Martin), 21,048k, NS, 12 days.

Under 80 ft.

£10,621: *Congener*, Irvin (Sk. A. Morse), 17,555k, NS, 5 days.
£9,838: *Lindisfarne*, Irvin (Sk. J. Bailay), 17,094k, NS, 5 days.
£4,452: *Scorlet Thread*, Irvin (Sk. T. Buchanan), 9,543k, NS, 3 days.
£4,416: *Storrelia*, Irvin (Sk. T. Johnson), 10,000k, NS, 3 days.
£4,185: *Mayflower*, Calay (Sk. D. Stuart), 7,457k, NS, 3 days.
£3,831: *Rose of Sharon*, Calay (Sk. A. Moodie), 8,223k, NS, 3 days.

GRANTON

£20,661: *Arctic Challenger*, Liston (Sk. K. Grubb), 995 cwt, WC, 16 days (at Troon).
£18,378: *Arctic Invader*, Liston (Sk. J. Robb), 779 cwt, R/WC, 17 days (at Troon).

MILFORD HAVEN

£5,837: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 175k, 12 days.
£5,504: *Rosuevar*, Norrard (Sk. J. Manson), 118k, 8 days.
£4,880: *Norrard Star*, Norrard (Sk. J. Rogers), 132k, 9 days.
£2,080: *Arthur Harvey*, (Sk. J. Donovan), 49k, 7 days.

KEY: SI Bear Island; BS Berentsen; DW distant water; F Ferret Island; G Greenhead; HW home water; I Iceland; NS North Sea; NC Norway Coast; O Orkney; R Rockall; S Shetland; W Western Isles; WC West Coast; WS White Sea; Sk Skipper; k kts; c cwt; kg kilo.

£16/£21; large dogfish, £13; small, £2; per 40-kilo unit.

MILFORD HAVEN
341 kts from three boats. Prices: squid, £39; large cod, £35; large plaice, £47.50; medium, £41.50/£44.50; small, £21.50/£22.50; large turbot, £115; whiting, £18.10/£14.40; large Dover sole, £191; elips, £105; tongue, £74; brill, £49; large ray, £39.50; medium, £31.50; small, £28; dogfish, £12; per 8st. klt.

DUBLIN
970 boxes landed, mainly from Howth, Killybegs, Graenagh. Demand was good, ray and whiting were the main varieties. Prices: salmon, £1.01/£1.90; grilaa, £1.30/£1.60; lobsters, £1/£1.80; prawns, 71p; prawn tails, 60p/83p; black sole, £1.85; elips, 40p/45p; brill, 18p/30p; turbot, 16p/£1; plaice, 5p/35p; cod, 4p/6p; cod, 23p/30p; codling, 1p/16p; large ray, £1.50; whiting, £4/£8; ray, £7/£20; mackerel, £5/£8; per box.

ISLE OF MAN
Prices: herring, £20 units landed at Peel, £50/£64.80; per unit.

TUESDAY, SEPTEMBER 5

FLEETWOOD
Prices: mackerel, £25/£27; brill, £50/£50; cod, £35/£49; plaice, £25/£30; haddock, £27/£46; halibut, £70/£80; ling, £23/£29; hake, £38; dogfish, £19; monkfish, £36/£50; toker, £24/£42; whiting, £32/£36; gurnard, £14/£15; turbot, £170; Dover sole, £11/£270; per 10st. klt.

ABERDEEN

360 tonnes from 14 Ferret and North Sea boats. Prices: mackerel, £3.60/£5.80; cod, £2.50/£4.4; large codling, £34/£41.50; medium, £25/£38; small, £24.50/£35.50; ling, £16/£24; turbot, £15.50/£21; saithe, £10/£17; extra large haddock, £32/£40.50; large, £29/£33; medium, £21/£32; small, £15/£15.20; whiting, £16.20/£22; lemon sole, £20/£47; plaice, £10.50/£46; akata, £20/£27; monkfish, £43; per cwt; halibut, £9.70/£15.30; per stone.

LOWESTOFT

2,109 kts from six boats. Prices: whiting, £12/£15.50; cod, £26/£42; codling, £36/£43.50; large plaice, £22/£38; medium, £22/£36; small, £31/£35; large haddock, £30/£45; small, £24/£32; large turbot, £150/£181; small, £16/£125; lemon sole, £35/£47; Dover sole, £185; brill, £45; monkfish, £60; dogfish, £26/£30; catfish, £22/£24; per 10st. klt.

ARBROATH

14 boats landing. Prices: medium haddock, £22/£23; selected, £25/£29; small, £23/£25; large codling, £27/£30; medium, £20/£28; small, £14/£20; large whiting, £17/£21; small, £11/£14; per box; lemon sole, £5/£5.50; dabs, £1/£1.50; per stone.

LOSSIEMOUTH

15 boxes from one boat. Prices: selected haddock, £3/£4.30; whiting, £2; plaice, £2/£3; lemon sole, £5; monkfish, £3; per stone.

MACDUFF

400 boxes from 13 boats. Prices: lemon sole, £1.70/£7.10; monkfish £4/£5.20; plaice, £2.10/£4.60; prawn tails, £11.40/£24.20; per stone; medium haddock, £22.80/£25; small, £20.20/£21; round, £18.40/£22; round whiting, £17/£11.90; per box.

PETERHEAD

4,508 boxes from 31 boats. Prices: cod and large codling, £4.50/£5.10; medium codling, £4.10/£4.90; small codling, £2.90/£6.50; coalfish, £2.20/£2.40; lemon sole, £2/£6.40; plaice, £2.90/£5.20.

HULL

3,022 kts from two vessels, including a part Icelandic landing. Price range per 10 stone klt. heads on: shelf cod, £29.60/£41.25 (average £32.25); shelf codling, £28.50/£38.25 (average £33.37); shelf haddock, £30/£37 (average £33.50); shelf cod, £17.50/£24.25 (average £21.00); bergly, £15.25/£23.25 (average £19.25).

NORTH SHIELDS

Prices: large cod, £27/£29.75; medium, £27.25/£28.25; selected medium, £28/£28; selected small, £24.75/£25; small, £23/£23.50; medium haddock, £26/£27.25; small, £20.25/£23.75; whiting, £11/£17.8; large lemon sole, £30/£33; medium, £29/£31; small, £18; large plaice, £22.50/£23.80; per stone.

September 8, 1978

whiting, £2.40/£3.30; per stone; large haddock, £18/£21.50; medium, £20.50/£21.50; small, £21.50/£24; per box.

SCRABSTER

90 boxes from three boats. Prices: plaice, £14/£15; haddock, £24/£28; small, £13.60/£29.20; dabs, £5.50; per box.

WICK

425 boxes from six boats. Prices: codling, £19/£23.80; whiting, £10/£12; plaice, £19/£24; lemon sole, £4; dabs, £2.20/£10.80; per box.

EYEMOUTH

Prices: medium sole, £24/£25; small, £22/£24; whiting, £18/£23; round whiting, £11.50/£13; per 7 st. klt. per box; large ray, £16; large ray, £4/£8; ray, £7/£20; mackerel, £5/£8; per box.

NEWLYN

Prices: mackerel, £12/£13; ling, £24; small, £1.30; large haddock, £22/£25; small, £1.20; large plaice, £2.50; small, £1.20; large turbot, £1.60; small, £1.20; large cod, £2.80; large lemon sole, £2.80; medium, £4.80; small, £2.80; large Dover sole, £2.80; small, £1.50; large ray, £1.50; small, £1.50; medium, £1.50; small, £1.50; per stone; sea, £1.50; per lb.

FOLKESTONE

Six boats landing. Prices: £4.75/£5.10; dabs, £1.30; monkfish, £7.05/£7.55; plaice, £2.65/£3.10; ling, £1.40/£2.15; medium, £3.75/£4.65; small ray, £2.25/£2.80; haddock, £1.50; turbot, £1.50/£1.31; £. 69p/81p; lemon sole, £1.50; large turbot, £5p/£1.50; small, £5p/81p; per box.

BRIMHAM

Prices: large plaice, £1.20/£1.16; whiting, £9/£12.9k; £. sole, £9; large Dover sole, £1.50; medium, £2.2; elips, £1.1; ray wings, £2.60/£3.50; monkfish, £1.23/70; mackerel, 9p/10; gurnard, £1.15; per stone; scallops, £1.25; per dozen.

ISLE OF MAN

Prices: herring, £3.70 units landed at Peel, £56/£62; per unit.

WEDNESDAY, SEPTEMBER 6

FRASERBURGH
2,000 boxes from 25 boats. Prices: round whiting, £3.30; gutted, £13/£18; £14/£22; codling, £18/£24; £25/£35; monkfish, £14/£18; large lemon sole, £21/£25; prawns, £26/£32; small, £14/£20.80; per stone.

BUCKIE

400 boxes from 10 boats. Prices: cod, £3.50; large haddock, £20; medium, £18.50; small, £18.50; round whiting, 90p; medium, £5; lemon sole, £5/£6.50; large prawn tails, £1; large prawn tails, £1; small, £10/£18; catfish, £2; stone.

ISLE OF MAN

Prices: herring, £1.70 units landed at Peel, £40/£48.80; per unit.

MINCH WHOLESALE LTD.

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IF NOT, WE'LL GET IT.
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